politan Telephone Company from Seventh-ave, to West-st. was swept down, falling in most cases against the buildings and naturally causing great alarm among the occupants.

This accident was caused by one pole standing near the Ninth Avenue Elevated Railroad structure, breaking off. It fell, carrying the cable down across the elevated railroad tracks. A lineman saw the mishap, and at once signalled an approaching train to stop until the cables had been lifted. The engineer, however, refused to wait. The locomotive caught the cables and, rushing ahead, broke them, and at the same time gave the other poles such a tug as to cause them afterward to topple over against the houses.

So far as could be ascertained, no one was hurt by the accident. Superintendent Brown, of the Metropolitan Telephone Company's construction department, said last night that the poles had not injured the buildings to any extent.

BROKEN WIRES TRIP THE UNWARY. We are the injured ones," he added, with a "This is the worst and, in fact, about the extent of the damage done to our poles here in New York. Some more are down in Brooklyn, Mott Haven and other places, but in the city we cept in West Eleventh st." He thought the com-pany had handled successfully at least eight-tenths of the local business offered during the day. It had, as stated, also met with fair suc-cess in regard to points within short distances of the city, but far-away places could not be reached. have escaped with comparatively light lesses, ex-

reached.

It was surprising indeed to many people to learn that any messages would be transmitted either by telegraph or telephone. In some streets it seemed as if the entire electrical wire system was down. Broken ends of wires dangled from the poles, catching unwary people, and thus adding a new difficulty to the situation. The linemen tried to keep them clear, but it was difficult work to perform. Later in the evening the telephone service grew much worse, in consequence of more poles breaking down. By midnight only comparatively few points in the city could be called up.

ELEVATED ROADS SUCCUMB.

LAST RESORT OF CITY TRAVELLERS FAIL. ONE-CAR TRAINS FOR A PART OF THE DAY-VEX-ATIOUS DELAYS AND BLOCKADES.

Elevated roads have heretofore been the gre resource for local travellers in case of storm. These aerial lines have invariably proven superior to snow, wind, siect or rain, but yesterday they had to suc-cumb with the old-fashioned surface lines through the managers made a strong fight to keep trains running on all lines. But it was impossible to do so. The west side lines had to give up early in the day but on he Third and Second aves, branches Superintendent Talu succeeded in running at least one-car trains except for a few hours during the middle of the day. trains, of course, could not run on any regular sel edule. netimes they started every fifteen minutes but often they were an hour apart.

All the trains were behind time from the earliest urs. The stations and platforms were crowded with people anxious to get out of the cold and blind-ing storm. When at last a train would appear a wild ing storm. When at last a train would approach trush would be made to get aboard. As a role half the crowd could not be accommedated. Those remaining on the platform would then be compelled to wait for another half hour or more. Sometimes. Indeed, a train did not come along for two hours, but as there were no horse-cars running, the people had

but as there were no horse-cars running, the people had either to wait or walk. The majority waited; that is, at stations above Twenty-thirdst. Below that thoroughfare most of them walked down town.

The heavily laden trains and the slippery tracks made hard work for the locomotives. They tugged away until their limited supply of water gave out. Then they had to stop and remain, sometimes in the centre of a block, until drawn to a water tank by an other engine. This led to blockades early in the day. Especially was this the case on Sixthrave, where this ness was practically suspended before noon. An employee' train was run down in the afternoon, but at Rectorst., Chambers-st, and the other stations placards were up announcing the suspension of travel on account of a blockade.

THE WOLSTIN MR. GALLOWAY'S EXPERIENCE.

THE WOLST IN MR. GALLOWAY'S EXPERIENCE. Vice-President Galleway, who was compelled to ride down to his office in a cab. sa'd that the company would run trains as long as this could be done in safe-ty. The storm surpassed anything that he had ever witnessed in all the fifty five years that he had lived in

W York. At Superintendent Hain's office it was stated that he had not been there all day. He was travelling over the road, however, and sending his orders from various points along the line. No official account of the accident could be obtained.

It is hardly necessary to say that the storm made It is hardly necessary to say that the storm made more people think about the subways and underground railroads than any othersthing ever did.

The employes on the Ninth Avenue Elavated Road did little more yesterday than to tell would be passengers that there were no trains running. The last train left south Ferry at 11 o'clock, and then gates were put up across the entrance. The guards and ticket agents occupied themselves in trying to keep warm and waiting for orders.

PONY TRAINS ON THIRD-AVE. The traffic on the Third Avenue line was rendered stremely difficult from an early hour this morning, extremely difficult from an early hour this morning, owing to the severity of the storm and the drifting of the snow into the tracks, which were entirely covered. This road carries a greater number of workmen, clerks and working girls in the city to their business than any of the others. Very fow trains were run down town in the early hours, and all the stations uptown in Yorkville and Harlem were througed with people anxious to get to their daily employment in this city and Brooklyn, but owing to the serious accident which occurred at Seventy-sixth-st, between seven and eight o'clock the traffic was entirely suspended, and the passengers had to make the best of the scanty transit facilities afforded by the Second-ave, line. This was not rapid, but tedious. Inquiries made at several stations as to the chances of getting transportation only elicited curt replies from the railroad employes.

After the wrockage had been side-tracked at Seventy-sixth-st. In the afternoon, however, trains consisting of an engine and a single car, styled by the hapless passengers "pony trains," were run at intervals varying from five minutes to one hour. A reporter succeeded in getting from Seventy-sixth-st. to the City Hall station about seven o'clock last night, the Joursey occupying one hour and ten minutes. The state of the tracks, however, was so bad that the engine had great difficulty in drawing the single car attached to it. The strong wind which was blowing communicated to the passongers in the car that delightful sensation known by scafaring men as "rolling," which is so much disliked by amateur sailors.

The Third Avenne began running one-car trains between City Hall and Kinety-ninth-st., at intervals of about twonty minutes at 7 o'clock last night. The Second Avenne Lize between Grand and One-hundred-and-twenty-eighth-st. at intervals of ten minutes at 8 p. m. The Second Avenne Lize between City Read of the passoned and one-hundred-and-twenty-eighth-st. owing to the severity of the storm and the drifting

GO AS YOU PLEASE ON SECOND-AVE.

The second Avenue "L" Road paid no attention to schedule time, but ran in a go-as-youplease fashlon, taking from four to seven hours to make a round trip and at times there were half hour intervals between the trains. They ran two-car make a round chip and at the rains. They ran two-car frains and only ran as far south as Grand-st., as they could not get around the curve at Chatham Square and there is no switch at Canal-st. The cars were terribly crowded and it took half an hour in the afternoon to reach the platform from the foot of the stairs at the Grand-st. station and a large crowd stood knee foop in snow in the street waiting their chance to ascend. The guards were unable to prevent the impatient mob from filling the cars. A Tribune reporter was one of the nineteen passengers on the rear platform of an evening train. Good nature prevailed everywhere, however, and discomfort was forgotten in smoking, singing and bandying of jokes.

A party of young men during one of the tedious waits between stations in the morning lowered a pail with a string from the car and had it filled at a neighboring saloon. This is probably the first time "the growler" has been "ushed" on an elevated train.

Late in the afternoon the trains were run with some degree of regularity and accommodated all passengers who presented themselvs. Many prierred walking, however, to risking the dangers of elevated travel in a blizzard.

TRAVELLERS SNOWBOUND IN THE NORTH. BAILROAD TRAFFIC GREATLY DELAYID IN NEW

YORK STATE-ONE LITTLE SCHOOL GIRL MISSING. FORK STATE—ONE LITTLE SCHOOL GIRL MISSING. Schenectady, N. Y., March 12.—For the last twenty-four hours the severest snowstorm this winter has prevailed. The streets are filled with drifts eight and ten feet deep, and the snow is twenty inches deep on the livel. Business has been almost entirely suspended. Railroad traffic on the Central road is greatly delayed. The Troy, Saratogs and Duanesburg branches have been standard. The thermometer is 15 degrees above zero and it is growing colder. The storm is increasing in strength.

Poughteepsio, N. Y., starch 12—Dispatches of the Harlem, Hartford and Connecticut Western, Boston and Albany, Newburg. Dutohess and Connecticut, New-York and Massachusetts and roads in Connecticut were shandoned. All post oads were drifted so badly that no teams could move. In

The authorship of the dramatic productions attributed to the last of the above-named is agitating literary circles to

the very centre, but affects the practical masses far less momentous question, how to regain or preserve salth, that essential of bodily and mental activity, busisees on cose and the "pursuit of happiness." We can refound Shakespearian can on the question first prounded. If the system is depleted, the nerves shaky; if in the system is depicted, the nerves shaky; if den or constipation bothers one at times or con-; if the skin is yellew and tengue fursed as in bil-i; if there are premonitory twinges of encouning time or neuralgia; if the kidneys are inactive—use are Stomach Bitters, the finest recoperant of an age in beneficial and successful remedies. Remember, if threatens or afflicts, that is neutralises the poison

many places fonces were entirely hidden from view. In this city the snow is three feet deep on the level, and drifts are ten feet high. One hundred and seventy-five Western passengers were snowbound here and the hotels were filled with them. A little girl who had started for school was found unconscious in a snow drift, and another girl is missing. General Railroad Master Otis, of the girl is missing. General Railroad Master Otls, of the Hudson River Railroad, accompanied by fifty men, went south with locomotives and snow-ploughs to-night and will endeavor to reach Spuyten Duyvil Junetlon. A man came in from Vassar College in a sleigh this afternoon. Although five horses were pulling the sleigh, they could hardly get along. There has been no communication whatever with the west side of the river to-day. All business in the city has been suspended and to-night the atmost were descrited.

SCENES ALONG THE BOWERY.

THE GREAT EAST SIDE ARTERY CHOKED. ALL STREET CAR LINES SNOWED IN-INCIDENTS

IN THIRD AVENUE. The Bowery with its numerous lines of horse car tracks presented a weird and picturesque appearance all day. The widest thoroughfare in the city-the storm and drifting snow-long be fore daylight, had locked it in icy fetters tight and secure. Traffic ceased for cars and vehicles of every sort, save beer wagons, ere the average citizen was otu of bed. The side walks, too, were wellnigh impassable, and on the east side of the street the snow was breast-high. Merchants whose places of business line the avenu were slow in taking down their shutters, and for many of the stores open the day was a repetition of the Sanday quiet which had just preceded it.

ABANDONED HORSE-CARS EVERYWHERE A walk along the avenue was the only means of securing a chance to see all the queer sights which the storm presented on the thoroughfare Throughout its length, from the Cooper Institute to Division-st., abandoned street cars and vehicles of every description were scattered in various positions at intervals of less then a some wagons were overturned and not a few of the cars were seriously disabled in the frantic efforts that had been made by their drivers to keep them moving.

One car of the Fourth-ave, line, to which six horses were attached, was laboring against the driving cale on its way down town, near Grandst., about 8 o'clock, when a heavy gust of wind st, about 8 o'clock, when a heavy gust of wind more powerful than any yet ever come, struck the front platform and the mass of snow lifted the ear bodily from its truck and buried one side in a drift. The half-paralyzed passengers abandoned it without further delay and buffeted the storm to business as best they could.

ONLY BEER WAGONS ON THE STREET.

This experience was but a repetition of wha was taking place on every line during the early morning hours. The Third-ave, line suffered morning hours. The Third-ave, line suffered severely. No less than twelve of its cars were counted between Eighth-st, and the City Hall. The powerful sweepers and their teams of eighteen and twenty horses could make no headway, and only an occasional beer wggon, Laded with kegs which must have been empty, dragged its way up and down the broad readway. An amusing feature of the storm was the congregation of tramps within the deserted street cars. Every car was packed with these poor freezing creatures, who buttoned their threadbare coats tighter about them and with grinning faces peered out through the car windows on the storm from which they were for the moment secure.

THE POLICEMEN TOOK THINGS EASY. In a walk taken from Chatham Square to Eighthst., about 9 o'clock by a reporter, not a single policeman was mer, though there was oftentimes need enough of his services. Citizens were falling and timid women and children struggling through the drifts were constantly stambling or being whirled violently against posts and other obstructions, with no one to assist them in case of injury. One old woman, carrying a heavy basket on one arm and leading a little girl of about six years by the other, attempted to cross the avenue at Houston-st. A gust of wind caught her near the middle of the street, and a counterblast caught the child at the same moment, and before either seemed aware of it, they ware torn apart and whirled in onnosite directions. It was full three minutes before a citizen effected the gallant rescue of the child after chasing it nearly a block and returned it to the woman, who was firmly seated in a drift near what must have been the curb. All were too breathless to evenange thanks. Just as the old lady was being helped to her feet, a light signboard toppled over on her and laid her low in the same drift from which she had just arisen. Beseching mercy from the powers that rule the elements, the woman and her frightened charge were finally started on their way.

MANY PEDESTRIANS IN THIRD AVENUE. need enough of his services. Citizens were fall-MANY PEDESTRIANS IN THIRD AVENUE.

The scenes along Third-ave, all day during the continuance of the storm were marked by numerons exciting incidents, confined chiefly, however, to the brave pedestrians who breasted the driving gale. After the cars ceased ranning, in the early forenoon, the avenue and sidewalks were chiefly given over to business men making their way to their offices. A wait of an hour in some elevated station was usually enough to exhaust the patience of would-be passengers, and they would descend to the street and in single file start to walk down town. For many, a walk of three or four blocks against the gale was sufficient to determine them to give no the effort.

Some parents were so thoughtless as to let their children start for school. Struggling through the snow and biting wind where the little ones succeeded in reaching their schools, it was often to find their teachers absent and the doors closed or unappronchable. With the Normal School scholars the storm seemed to afford means of much scort. The elevated trains and street cars were filled with bright, rosy-checked, laughing girls, and even after accidents or delays ving cale. After the cars ceased running street cars were filled with bright, resy-encided, laughing girls, and even after accidents or delays compelled them to continue their way on foot, they romped and jestled one another, good-naturedly along the sidewalks, not minding a tumble in the drifts, from which they always emerged looking more rosy, if nossible, than before.

THE BAKERS AND POSTMEN ALL BELATED. The bakers, newsdealers, postmen, and others whose duties took them out in the early forenoon, were all late in making their rounds. It was from them that many families heard first of the magnitude of the storm. Letter carriers along Third-ave, and the Bowery reported more than half the places of business closed, and few whose half the places of business closed, and few whose labors did not compel them to do so ventured out. Those inside found employment enough, however, in watching the experiences of their unlucky brethren outside. Failing signs and shutters were an element of danger in the storm to pedestrians which fortunately did not in many instances result in serious injury. When night set in, Third-ave, and the Bowery were still snow-tound against travel of every sort, and except for a few flickering gas lamps, the streets were in total darkness. Many of the electric light connections were broken, and the sheathing of ice over the globes shut out the light from nearly all the rest.

HORSE CARS ABANDONED EARLY. ARKS OF REFUGE ALONG BROADWAY. EIGHT HORSES UNABLE TO KEEP THINGS MOVING -CARS SCATTERED OVER THE CITY EVERY-

Had the conductors and drivers of the surface cars seen on strike yesterday the business of the various lines could not have been more completely prestrated. After half-past 8 o'clock yesterday morning no attempt was made to run cars on the various lines ter-minating at the Post Office. Some cars had left their headquarters and had got a reasonable way downtown, but notwithstanding the four, six or eight horses at-tached, they had to be abandoned by their drivers and conductors. The Bowery, Park Row, Sixth-ave., Broadway and other prominent streets where horse-cars run were lined with abandoned cars. These cars were taken advantage of by pedestrians who were worn out by the cutting blasts of wind and driving snow. They were destitute of stoves, but afforded a much needed refuge for those who either did not care to indulge in or could not afford to partake of hot

The Broadway road made desperate efforts to get their cars through up to noon, and used from four to eight horses to accomplish its purpose, but to no avail. The mail-wagons could make no headway, and drivers of street-cars consequently abandoned hope

and their cars.

The starters downtown nearly all deserted their posts at an early hour. Only the Ninth-ave, and the Fourth-ave, starters remained to do their duty. On Fourth-ave, starters remained to do their duty. On the former line the last car left Broadway and Veseyst at 6.39 a.m., and it did not reach the depot, although four horses were attached to it. The Fourth-ave, tried to keep their line open by using snow-ploughs, sweepers, etc., and attaching six horses to the oars, but their efforts were wasted. The cars were scattered along the line. The last car arrived at the Post Office at 8.30 a.m. and is there still.

No attempt was made to run cars on the Eighth-ave, line.

In front of THE TRIBUNE office a Third-ave, and an Avenue C car stood side by side all day. But for these two cars many people would have been blown down Spruce-st, and out of the way of the Bridge entrance.

hunting ground of the blizzard. The wind howled through from the Hobolon Ferry to the East River. The wind leaped about in a veritable fronzy. Strong and valiant men who started forth from their homes with a look of settled determination on their faces made their way stiffly through the storm for a full hundred feet and then retreated. If they got as far as the clevated station their discomiture and distress were so plainly marked when they found that the clevated trains were at a standstill that they were really objects of pity. They looked like men who had burned their ships behind them.

The Twenty-third Street Hallroad Company made desperate efforts to breast the storm. But even four horses to a due-horse car failed to keep matters moving.

LITTLE DOING AT THE POST OFFICE. FEW MAILS RECEIVED OR DELIVERED.

SMALL FORCE AT HAND FOR WORK-DELAYS BY

THE TRAIN SERVICE. "This is serious business," Postmaster Pearnoon opening letters received in the few mails which reached the office. "We are doing all that can be done," he continued, "but we are stopped at almost every point. Few mails have een received from out of town to-day. malls are received at the Grand Central Station. So we are stopped both ways. There is little received and little sent out of the city. Most of the clerks and carriers have reported for duty, but many live in the suburbs or at long distances from the office, and they cannot report for duty Communication between stations is difficult and slow. Some of those who have reported for duty have little to do. The collectors have been out all day, however, and some letters have been received through the mail boxes. These and the letters received on Sunday and from the few outside mails to-day have been sent out for delivery as rapidly as possible. Of course the regular schedule of the carriers could not be maintained to-day. The difficulty in going about the streets prevents the carriers from finishing their tours in the usual time. They, however, have made deliveries as regularly as possible, and as comparatively few letters have been received, the servine is not behind hand to any great degree. The nterruption of telegraph and telephone communi cation and the délays on the elevated roads and in every other mode of travel have created great difficulties, but the clerks and carriers have

THE BIG BUILDING DESERTED AND BARE. A fair proportion of the officials and elerks at the General Post Office ventured out in the storm of wind and snow and were at their places though somewhat later than usual. The Postmas ter took his usual morning walk from Gramercy Park to the Post Office, not on this occasion for pleasure or health, but because no other manner of reaching the office was available. By starting somewhat earlier than usual, he was at his office before 9 o'clock, and found an aimost descrited building on his arrival. Assistant Postnaster Gayler was snow-bound at his farm, and some of the superintendents who live in the suburbs could not reach the office, and the Postmaster personally directed certain departments usually taken in charge by some of his assistants. Fully half of the elerks took their usual places, but the piles of letters awaiting the stemping and distributing clerks were small. There were no lines of people at the stamp windows, and almost the only visitors to the lobby of the Post Office were half-frozen travellers who sought shelter from the driving winds which howled about the corner of the building.

THE CARRIERS HAVE A HARD TIME OF IT, ter took his usual morning walk from Gramercy THE CARRIERS HAVE A HARD TIME OF IT.

While the storm may have been "serious bu ness" to the Pestmaster sitting in his warm office and considering the needs of the service, it was a more serious matter personally to the brave carmore serious matter personally to the brave carriers who plodded through the drifts and mounted the stairs in various buildings, stamping off the thick masses of snow from their boots as they gained an entrance to any building, and then, after delivering the mail, plunging again into the heaps of snow. Frequently they found business places only a small proportion of the usual number of clerks or salesmen were found at their desks or counters. In the upfown streets the delivery of letters was slow and arduous work. The earrier, after fighting his way through a great snow-drift, would often find it almost impossible to make an entrance to the court-vards or to climb the steps covered with a solid bank of snow. Housemaids opened the street doors reluctantly, and hastily took the offered letter and closed the doors with a bang, flinging new clouds of snow over the face of the carrier. All day the carriers, muffled to the cars, their cars in turn red and white with cold, their mustaches or whiskers masses of ice, and their hands half numb in spite of their mittens, passed from house to house carrying the messages of business, friendship and love. The horse-car drivers and conductors who usually share with them the incluence of the worst of seasons, had a holiday, which was denied to the carriers. Many business men and householders bore witnes yesterday to the faithfulness and pluck of the carriers.

A FEW MAILS RECEIVED EARLY IN THE DAY.

The storm almost isolated the city as far as communication through the mails with the outside riers who plodded through the drifts and mounted

The storm almost isolated the city as far as rived in the city without remarkable delays were to walk the whole distance. The delay an the mails over the Pennsylvania route, and the New-York and New-England and Harlem River New-York and New-England and Harlem River mails, which all arrived at 6:30 a. m., two hours and twenty minutes late. Twenty mails were due between the early morning hours and the middle of the afternoon, but only two of them were received. The New-York and Chicago mail over the New-York Central road, due at 6:45 a. m., was received at 12:55 p. m., and the Boston and Springleid mail, due at 7:05 a. m., was received at 12:40 p. m. None of the other mails were received up to evening. The mails due included those over the Pennsylvania. New-York Central, Erle, and some over the New-York and New-Haven road. Most of them were through mails.

MUCH OF THE LOCAL SERVICE ABANDONED. No mails from local points were received, except from the direction of Nyack. Railroad officials went home corly, and no mails were sent out. The mails are usually sent between the General Post Office and the branches by messengers, who use the elevated roads freely. The gers, who use the circuited roads was, however, abandoned yesterday, and the sole dependence was on the wagon circuits, which usually only supplement the more rapid delivery by the elevated trains. The deliveries by wagons was slow and communication with the stations was

FIREMEN AND POLICEMEN IN SUSPENSE NEARLY ALL THEIR ALARMS OUT OF ORDER-WAITING FOR A BIG DISASTER.

Probably no body of men in this city looked upor resterday's storm with so much apprehension as the Fire Department. The heavy drifts made almost any kind of travelling with horses impossible and in addition telegraph poles were down, the hydrants vere buried in snow and many of the alarm boxes were out of order. The secretary of the Fire Department, told a Taisuxe reporter that the main ause of the interference among the boxes was the blowing down of telegraph poles. Besides this the weight of snow and the heavy gale had slackened the wires and as they swayed in the wind, circuits were made and broken automatically.

"Every precaution possible has been taken," he said, "we have doubled up our horses and every man in the department is at his post." Mr. Farrell, superintendent of the telegraphing division of the department, said " Porty or fifty wires out of one hundred are out of order. The condition of things above Sixty-lifth-st. Is much worse than that below it. South of Fulton-st. everything is in good condition, between Fulton and Houston sts. about seventy five boxes are out, between Houston and Sixty-fifth-st., about one hundred, and north of that about two hundred. There are few engine houses that we can't reach, either with the telephone, the gong or the ombination circuit and those are in the annexed district. There will not be so much troule in finding out where a fire is as in getting there after the alarm s sent out. I don't want to see this condition things very often. We could probably repair the dam age in twelve hours, with good weather, as we have in our repairing department about twenty-five climbers and thirty ground hands and can call in extra hands

in an emergency." The Bush Electric Light Company telephoned to the Department at 5 o'clock that they would shut off all but two circuits at 7 o'clock on Broadway and Sixth-ave, to Twenty-eighth-st., and would only run those until 11 o'clock. Fortunately only two alarms were sent out up to 6 p. m.; one for the accident on the Third Avenue Elevated road, and the other for a small fire at Sixteenth st. and Avenue A.
POLICE AND FIREMEN CO-OPERATE.

The Police Department telegraph wires were dis-abled on the East Side of the city early in the day, and by 8 a. m. there was no communication by wire from Police Headquarters to the police stations on he West Side above the Thirtieth Street Station the West Side above the Thirtieth Street Station.

Later there was no telegraphic communication from Headquarters except to the Oak Street, Leonard Street, Mulberry Street, Charles Street West Twentieth Street and West Thirtieth Street Stations. Dispatches to and from the Central Office had to be carried by policemen of all the other preclucts, and some officers had to tramp miles through the snow because there was no means of travel by rail. Superintendent Murray sent eat a notice to policemen who had been erdered ea

Saturday to report for drill in the 60th Regiment Armory at 10 a. m. yesterday, telling them that the drill would be postponed, but the message had to be carried from station to station up-town, and it did not reach the stations above the Harlem River until some of the policemen had been travelling an hour or two on their vay to the drill-room.

In the same slow method Mr. Murray sent an order to be extra watchmi in regard to fires that might break out in the city. He ordered that in case a fire was discovered anywhere the policemen must not only ring the alarm from the nearest signal box, but must also run to the nearest engine-houses to give the alarm. Chief shay of the Fire Department was busy after he left Police Headquarters in providing extra horses in the engine houses to be used in an emergency. In every engine house in the city the firemen were kept on duty in full force and there was keen anxiety regarding a possible outbreak of fire.

A brief report of the accident on the Third-ave. Elevated railroad at seventy-sixth-st, was carried to Headquarters by messengers about noon. At 1:28 p. m. the sergeant at the Charles Street Station telegraphed:

The cars are stopped on the Sixth-ave. Elevation and the surfaced at West Twelfth-st.

p. in. the sergeant at the Charles Street Station telegraphed:
"The cars are stopped on the Sixth-ave. Elevated railroad at West Twelfth-st. I have sent a section of policemen with ladders to get the passengers off." Vague rumors of disasters were carried to Police Headquarters during the day. The most alarming report was that part of an elevated train had been blown off at the high curve at Eighthave, and One hundred-and-tenth-st., and that forty persons had been kilded. Superintendent Murray said that the story could not be believed in the absonce of any official police report, and laler the report was said to be entirely unfounded. The reports of damage by the storm in the city could not be sent to Headquarters yesterday except from a few stations. Trees were blown down in front of Nos. 351 West Twenty-fourth-st. and 407 Eighth-ave.

AN IDLE DAY FOR THE BROKERS. BUSINESS PARALYZED BY THE STORM. COMMENDABLE ACTION TAKEN BY THE STOCK EX-

CHANGE-LITTLE TRADING DONE. For the first time in the history of the Stock Ex thange, business was brought to a stand-till by storm. It has suffered isolation by interruption of telegraphic service, and it has transacted a good busiess even when deprived of orders from other cities ing to its own views. Yesterday many members of the board were unable to reach Wall-st, at all, and in spite of great exertions they had to content themselves with visiting the up-town hotels and trying to send word to their offices. They could get little satisfaction from the stock and news tickers anywhere, for the title instruments had a good excuse for printing any thing but intelligible quotations.

In Wall Street affairs were in some confusion. There were fifty-seven brokers on the floor at the opening of the Stock Exchange, and of this number forty-two were from Brooklyn. With that force it was impossible to alt for reinforcements, which never came. It was not long before it was discovered that only a few anks would be able to afford the usual certifications, and in the Pank of the State, which keeps the accouof a large part of the brokerage ilrms, the vaults could not be opened because all the officers who had the

MANY RUMORS SET AFLOAT. All the banks and other floancial institutions were hort-handed, but the business was so small that the lew clerks were able to handle it. Rumors were so set affoat, moreover, that only a few banks had made their exchanges at the Clearing House and hints of couble in consequence of this entanglement were chispered about the street. The effect of these ininspered about the street. The disturbance, but the more single have caused some disturbance, but the nod sense of the more important brokerage firms nat were represented on the floor avoided the possible anger. Bank officers in some cases sent requests their customers not to receive or deliver stocks in adopted:
adopted:
blved. That it is the sense of the members present

hat all dealings, so far as possible, he suspended hat deliveries go over until to-moxow, March 13. BROKERS BRAVING THE STORM.

obtained to act on the resolution and, although trading was suspended at 12:50 p. m., the Exchange was not closed officially until 3 o'clock, the usual hour. Alexander Headques, the venerable vice-chairman, brought down his gavel with more than usual vigor and then started to walk home with a few friends. Among others who were present were the two Dormser brothers, J. Kirkner, Cherles A. Johnes, Loomis L. White, W. B. Wheeler, Grant B. Schley and W. H. Duff, of Moore & Schley; the board members of Charles Head & Co., Hallgarten & Co. and several other firms, Henry W. Poor, George D. Morrison and George W. Ely, secretary of the Stock Exchange.

Samuel Sloan, president of the Delaware, Lackawanna and Western Railroad, was at his office and at the Sub-Treasury ex Judge McUne, the new Assistant Treasurer, had come from Brookiyn. William Sherer, cashler of the office, seemed not to be disturbed by the storm and he reported that about half of his subordinates were at work. The histness of the Sub-Treasury was fortunately small. There was practically no business over the counter and the morning mail was light. The services of clerks who otherwise would have been busy in their own departments were used in those that were deficient and the business of the day was transacted without friction or delay.

Difficulties AT THE CLEARING HOUSE. other firms, Henry W. Poor, George D. Morrison and

DIFFICULTIES AT THE CLEARING HOUSE. At the Clearing House considerable difficulty was experienced in making the exchanges, because several members were late in reaching the office of the assommunication through the mails with the outside clation. The president of one uptown bank person-The latest mails that ar- ally brought his exchanges, aithough he was

to walk the whole distance. The delay amounted to over an hour, but the clearances were made and the differences settled without other difficulty. Manager William A. Camp was absent on account of the storm. His recent illness has left him too frail to face the storm of yesterday.

At all the other downtown Exchanges the story of the Stock Exchange was virtually repeated. The Consolidated Stock and Petroleum Exchange bragged of a larger attendance, but it had a biggor membership to draw from. Nevertheless, there was a beggarly number of brokers at the opening, and they were more disposed to talk about the severity of the storm and their individual experiences than to do business. As the day were on more belated brokers dropped into the Exchange, and a little after moon something like 150 men were in and around the stock and oil "rings." President Charles G. Wilson was on hand and his koenest regret seemed to be that the work on the new building had to be suspended. Charman A. W. Peters didn't get to the Exchange until 11.30 a. m., and the work imposed upon him wasn't heavy. His colleague, Assistant becreary Lewis, beat him by a scratch, and was one of the numerous men who spent an hour or so in seeking some means of transportation and then concluded to stamp his way through snow and wind.

DEALINGS AT THE CONSOLIDATED EXCHANGE.

DEALINGS AT THE CONSOLIDATED EXCHANGE. The markets at the Cosolidated Exchange reflected the terrors of the storm in their paucity and insignificance. At the oil ring there was every incentive for active trading under normal conditions, for one of the wells which had encouraged the bears last week hal been drilled deeper after the close on Saturday and had made a good response. It was reported yesterday morning too, to be liable to worse possibilities. The opening transactions were trivial but quotations of 95 and 94 cents were made on 3,000 harrels, against 96 1-8 cents Saturday noon. When the Western market, however, found that New-York was too crippled to be a factor of support or depression they seemed to be indisposed to radical operations and as the storm grew worse the telegraph service could not be relied on for important operations. Some business was done by brokers brave enough to take chances of the next day and prices rallied to near the figure of Saturday. Every one was glad when the formal hour of closing came and then beagn the wrestling with the universal question of: "How can we get home?" In the radway stock department business was handleapped by the stagnation at the Stock Exchange but some lively "scalping" trades were made in a few of the recently prominent stocks.

As the wind howled around the corners of the Produce Exchange and the snow and sleet were hurled angelly against the window panes the big Board room listled looked more desolute than on a hollday, for the brokers present had little spirit of frolle in them. When the wheat pit opened only seven men were on that stamping ground of bulls and bears and not many more were in other parts of the rooms. The elevator boys had light work to do, for the alsentees in the list of heads of firms, clerks and messengers that usually make the big building a hurly-burly took up the biggest part of the list. About 110 members made not the height of the altendace later in the day. The wires to Chicago were working in the morning, and some moderate trading was induced in, but the other markets were almost totally noglected. The statistical force was bally depleted, and the commercial reporters collecting figures and news had the time heavy on their hands.

"Well," said one of these newspaper "boys," this is the first time the hears last week had been drilled deeper after the close on Saturday and had made a good response.

There is nothing which I now enjoy that I do t owe to the happy chance of having used Dr. David ennedy's Favorite Remedy at a time when I was suffering that a human being could endure. My troubles began my Kidneys over time years ago, and from which

I Never Expected to Recover-Later my physician said I had Bright's Disease, which was alarming information. To add to my affliction after I had been ill about two years, I had a bad attack of Gravel. I saw Dr. David Kennedy's Favorite Remedy of Rondout, N. Y., advertised. After using three bottles I was well. I have bever had a return of either complaint, and though I am over sixty years of age

I AM NOW VIGOROUS AND STRONG

as I was in my prime. What physicians and all of the many remedies I had taken could not do Dr. Kennedy' Favorito Remedy did; it stayed the disease and made in a strong, vigorous woman.

ARS. EMELINE P. MIZNER, Burg Hill, Ohio. Dr. D. Kennedy's Favorite Remedy, Prepared at Readout, M. T. Price, 61; 6 for 66. Disfiguring

deranged stomach. External treatment Sarsaparilla—the most potent and is of no avail. The safest and most barmless of all Blood medicines. Don't effective remedy for these complaints is waste time and money on any other Ayer's Sarsaparilla. Ayer's Sarsaparilla is the best. Ayer's Sarsaparilla.

Ayer's Sarsaparilla.

"I was troubled with discoloration of the skin, which showed itself in ugly dark patches. No external treatment did more than temporary good. Ayer's Sarsaparilla effected a complete cure."

T. W. Boddy, River st., Lowell, Mass.

"No medicine could be better adapted to cleansing the blood of such impurities as manifest themselves on the skin by pimples, blotches, and small nicers, than Ayer's Sarsaparilla. I have used dry for a long time, with a humor which appeared on my face in pimples and blotches. By taking Ayer's Sarsaparilla I was cured."—Chas. H. Smith, North Craftsbury, Vt. 4.

A young lady of Dover, N. H., writes that for a number of years her face was covered with pimples, and she was constantly annoyed by their appearance. Three bottles of Ayer's Sarsaparilla for all of those who are suffering from scrothous humors. I can heartily recommend Ayer's Sarsaparilla for all of those who are suffering from scrothous humors. I was afflicted for years, and tried every available remedy, with no effect. Then your Sarsaparilla was recommended, and two bottles of this medicine afforded great relief. I am now in a healthy and

Sarsaparilla. I have used it for that purpose with the most gratifying results."—J. R. Roseberry, M. D., Wharton, Texas.

"I have prescribed Ayer's Sarsaparilla for all of those who are suffering from scrothlous humors. I was afflicted for years, and tried every available remedy, with no effect. Then your Sarsaparilla in my practice for a number of years. I find it to work admirably where an alterative is indicated."—T. Porter, M. D., Cerro Gordo, Tenn.

"For pimples, blotches, discolorations of the skin, and erunting the skin, and erunting the skin price of the skin, and erunting the skin price of the skin, and erunting the skin price of the skin pric

Porter, M. D., Cerro Gordo, Tenn.

"For pimples, blotches, discolorations of the skin, and eruptions of every description, we consider

"For a long time L-suffered from an eruption which covered my body. I tried a variety of medicines, without avail. Ayer's Sar-

Ayer's Sar saparilla

saparilla a positive cure."—Mrs. J. W.
Cockerell, Alexandria, Va.

has thoroughly cured me."—Jacob
Hain, Reading, Pa.

Dr. J. C. Ayer & Co., Lowell, Mass. Price \$1; six bottles, \$5. Worth \$5 a bottle

**Pimples** 

THE STORM IN THE SUBURBS.

STRENUOUS EFFORTS TO REACH THE CITY

-ITEMS OF TRAVEL AND INCIDENT.

Three trains full of people from off the Northern Railroad of New-Jersey had about all they wanted of "beautiful snow" yesterday as they waited on the western side of the Erie tunnel for two or three hours. It was only by heroic efforts that the people got as far as that; and when the train hands came in and said that only one train had gone in on the Eric main line the passengers felt quite jubilant. They sang songs, danced and chaifed each other, and had spirited discussions as to whether or not to open the ventilators, and whether death by bad air was preferable to freezing to death. The passengers on the first train to get stalled were rescued by a train sent out from the Eric depot. The others stayed there until about 11:30, when a train of the New-Jersey and New-York Railroad came along. This train had on good headway, and was bound to make the entrance to the tun nel without getting "stuck"; but several men with red flags brought the train to a halt, and so the belated passengers on the Northern road were transferred to the New-Jersey and New-York cars, packing them to their utmost capacity. Then ensued another delay of about an hour, when at last, by the combined efforts of several engines, the train was started and taken through the tun-

The starting of the train was greeted with The starting of the train was greeted with cheers, but only a little way this side of the tunnel the speed slackened, the wheels of the engines again revolved ineffectually, the engines gasped and tooted in despair, and were stalled again, this time near the local freight depot. Here a large proportion of the passengers got out and buffeted their way through the snow-drifts for about a third of a mile to the station. The station was filled with drifts at the west end. All around the car-yard engines were lying useless, and the engineers looked out of the cabs with the grimmest of smiles.

HOW THE TRAINS TRIED TO REACH THE CITY. A Tribune reporter started from a farmhou in Rockland County at 7:30 a. m. and reached this city at 1 o'clock, about the best time being made in walking a mile and a half to the station. After just missing a train on one road, it was Junction and listen to the reports of the progress of the trains. The early "local" over the New-Jersey and New-York Railroad got through with comparatively little delay. The Haverstraw excomparatively little delay. The Haverstraw express, however, did not start until after 9 o'clock, and when it reached Nanuet was just two hours late. "Old No. 5 is the worst engine on the line," said an employe. But she had a plucky driver on board, and in the run to Hillsdale she got up such speed that she rooted through drifts that reached to the car windows. One could feel the shock of the impact as soon as the train struck the deep drifts in the cuts, but the impetus of the train accomplished what a half-dozen engines could not if starting from a standstill. The car windows and cab windows became crusted with snow, and the engineer had to keep his head out in the storm, now and then thawing icicles from his cyclashes so that he could see a few yards ahead. However, it was running by faith and not by sight. Another engine was hitched on at Hillsdale, and when the Jersey City tunnel was reached the passengers had the satisfaction of passing people who had started by the Northern Railroad of New-Jersey hours before.

The cars and engines presented a weird spectacle as they arrived, encrusted with snow and fringed with heavy icicles. Many of the passengers expressed their determination to wait in the station until a train would carry them back, as there was no inducement to come to this city for business. At an early hour telegraph communication was badly interrupted in the suburbs, not only by the breaking of wires, but by their whipping against each other in the storm. Switch-tenders and flagmen had the greatest difficulty in performing their dutles. Switches became frozen fast, and the deep drifts made travel through the yards and the deep drifts made travel through the yards and the deep drifts made travel through the yards and the deep drifts made travel through the yards and the deep drifts made travel through the yards and the deep drifts made travel through the yards and the deep drifts made travel through the yards and the deep drifts made travel through the yards and the deep drifts made travel throug press, however, did not start until after 9 o'clock,

A TALK WITH THE WEATHER CLERK. THE SIGNAL SERVICE OFFICER NOT INCLINED TO

GIVE THE BLIZZARD MUCH CREDIT. After having staggered almost blinded through the snowstorm for a couple of hours, having one ear frost-bitten, after having sat down frequently with more force than elegance and chased a hat for a couple of blocks and then lost it, the calm serenity with which Sergeant Dunn, clerk pro tem of the Weather Bareau, at the top of the Equitable Building, discussed the storm was somewhat of a disappointment to a TRIBUNE fifty-one inquisitive weather experts on the subject, surprise at his screnity was lost in admiration of his patience.

Sergeant Dunn for the seventy-first time ran over the story of the storm. It began its "monkey shines" in the Lake region, slipped away from there to the Atlantic coast; off Cape Hatteras ran into another storm that had recently started off on a career of mischief from Georgia; struck up a combination with with increased fury sped away up the Atlantic Coast, howling with malignant glee. THE STORM DRIFTING OFF NORTHWARD,

Sergeant Dunn said that the storm covered a big patch of territory-just how big he couldn't tell, as so many wires were down. But it was "central' at this station at 2 o'clock and it was probable that before nightfall the Canadians would experience its wrath and fare much worse with it than New-Yorkers had, because in Canada it was much colder, the temperature at one place, Rockcliffe, being 14° below zero. Snow began falling 10 minutes after midnight and up to 3 o'clock two feet had fallen. At 1 o'clock yesterday morning the temperature was 24°; by 2 o'clock it hadfallen to 15°, but by 3 o'clock had climbed back to 16°. At 2 o'clock the barometer reached it lowest point, 29.62.

It was somewhat disappointing to be told that the average velocity of the wind was only thirty-live miles an hour, and when it howled its loudest and did its worst it only reached a speed of forty-two miles an hour. Anybody who had wrestled with it down in the street would have been willing to swear that it was going along at at least sixiy rules an hour.

sergeant Dunn regretted to have to oppose statis-Sergeant Duan regretted to have to oppose star-tics and records to opinions and feelings, but New-York had been visited by winds that howled louder and blew harder. The storm of February, 1886, attained a maximum velocity of 84 miles an hour and kept it up for five minutes, and at another time

If you have a discharge from the ness, "offensive or other, wise, partial loss of the sense of smell taste or hearing, eyes watering or weak, feel dull or debilitated, pain or pressure in the head, take coid easily, you may rest assured that you have the Catarrh. Thousands of enses annually, without manifesting half of the above symptoms, terminate in Consumption and end in the grave. No discusse its so common, more deceptive, less understood or more unsuccessfully treated by physicians. The manufacturers of Dr. Sage's Catarrh Remody have, for many years, offered a standing reward of \$500 for a case of Nasal Catarrh, no matter how bad or of hew long standing, which they cannot ours. Itemedy sold by druggists, at 50 cease.

it averaged 64 miles an hour for 15 minutes. On December 29, 1887, a storm attained a maximum velocity of 50 miles an hour, and another storm during the same month, 48 miles an hour. In 1884 there had been one or two heavier falls of snow.

CALLING IT A "MODERATE BLIZZARD," "What makes this storm unprecedented in the records of the Signal Service Office here," said Sergeant Dunn, " is the combination of wind and snow and the duration of the storm."

" Is it a blizzard ?" asked the reporter. "Well, it might perhaps be called a moderate blizzard," replied the Sergeant, with an air which intimated that he knew what the genuine blizzard was and wasn't to be deceived by any Eastern copy

of it.

The weather probabilities come from Washington, and owing to the wires being broken Sergeant Dune hadn't enjoyed communications with Washington for many hours. Therefore he could only hazard his own opinion about the storm and that was that it would moderate before midnight.

RECORDS OF OTHER BIG STORMS. A GREAT DAY FOR THE "OLDEST INHABITANTS" -COMPARING RECOLLECTIONS.

The storm of recent years most closely resembling in its effects on business that of yesterday was what is known as the "ier storm" of January 21, 1881. It began about 1 o'clock in the morning with a light fail of snow. This changed to sleet and ran on an hour or two. About 4 a. m. the mercury fell and the streets and sidewalks were now covered with a thin sheet of ice. About 9 o'clock a freezing rain set in. It soon became heavy and continued with unabated force until 3 o'c'ock in the afternoon. Then it slackened, but did not cease entirely until seven in the evening. There was a heavy wind blowing all day, the maximum velocity being forty miles an hour. The storm caused sail have among the telegraph wires and the suspension of telegraphic communications was almost complete.

Travel on the elevated railroads was much interfered with, but none of the blocks tasted more than three-quarters of an hour. Getting about was rendered extremely dangerous by the ice earlier in the day and exceedingly inconvenient later by the slush. There was little business done in the city generally and there was almost a total suspension of business on the Produce, Cotton and Maritime amusing to sit in the operator's house at Nanuet | Exchanges, mainly because of the absence of tele graphic news. The heavy, tee-coated wires caused many telegraph poles to fall, some of them falling across the elevated railway structures and delaying trains. On the same day there was a destructive tornato at Long Branch.

THE BIG BLOW OF FEBRUARY, 1886. The great storm of February 26, 1886, was noticeable for the high velocity of the wind. The damage then done to telegraph wires was great and signs and chimneys suffered in proportion, The wind at its highest attained a velocity of eighty-four miles an hour, which lasted five minites and severely minred several people by blowroofs of many houses, churches and baros were blown off or badly damaged and

baros wero blown off or badly damaged and casualties from falling fragments were numerous. Comparatively little snow feil, however, thus interfering little with railroad traffic on the elevated roads and in the country. The average velocity of he wind was sixty miles an hour, and it raged more or less violently the whole day.

In 1873 there was a great storm of snow and sleet, which prostrated the wires and nearly ent off the city from outside telegraphic communication.

Everywhere men were comparing recollections at to storms. Police Superintendent Murray, who has always lived in New-York, said he could not remember having seen a similar blizzard. Inspector willfams, who has a long memory, said: "There has not been a storm like this in the city since 1855, when we had good sleighing for three months at a stretch. I think it was in February of that year when all travel in the streets was blocked by a storm for several days."

On the north sides of the streets the snow drifted to the height of the second story windows of houses in many parts of the city. For several days only a few sleighs were seen in the streets and the fire engines had to be drawn on the sidewalks on the north sides of the streets, when there were fires."

PURLIC SCHOOLS SLIMLY ATTENDED. THILDREN KEPT AT HOME-THE STORM AND THE TEACHERS' AVERAGES.

Public schools throughout the city were demoralized by the severity of the storm. Parents generally throughout the city kept their children within doors during the day and in large uptown schools where the average daily attendance is more than 2,500, the number of pupils dwindled down to less than 500. In the primary schoots, where the pupils are nearly all under to reporter. But when Sergeant Duna explained that he had already talked to nineteen reporters and two of pupils were present. There was an equal falling off in the attendance of the teachers. of the teachers were caught in the blocks on the ele vated roads and took the first chance of making their way back to their homes. In many of these schools hildren of poor parents found more comfortable quar-

ters than in their own homes. Superintendent Jasper, whose home is in Harlem, was caught in a block on the Elevated road, and after waiting several hours in a car climbed down a ladder

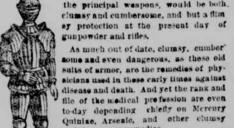
to the street and walked back to his home.

Mr. McMullen, clerk of the Board, who lives One-hundred-and-fortleth-st. and the Boulevard, se-[Continued on Fifth Page.]

A SUIT OF ARMOR

Ot Peculiar Construction, and Said to Fully

The old-fashioned plate and chain armor, while & measure of protection in the 15th and 16th centuries, when spears, swords and battle-axes



to-day depending chiefly on Mercury Quinize, Arsenic, and other clumsy and dangerous remedies.

But not all physicians. Some few liberal minded doctors have gotten out ofmeans of protection and cure, such as

tesics, nervines, anti-paralytics, anti-dyspeptics, and provester of Consumption, Pasumonia and Bright's disease of the Kidneys. It is a secret wrung from Nature by advanced chemistry and common sense combined, and while it has sured thousands, it has prevented disease in hundreds of

SCOTCH OATS ESSENCE, that great est of all

SCOTCH GATS ESSENCE is the armor for your life against the most virulent disease and